

THE MEADOWVILLE AREA PLAN

(Full Plan)

**Adopted By The
Chesterfield County Board of Supervisors
July 25, 1990**

**Prepared By The
Chesterfield County Planning Department**

LIST OF PARTICIPANTS

BOARD OF SUPERVISORS

C.F. Currin, Jr., Chairman
Maurice B. Sullivan, Vice-Chairman
Geoffrey H. Applegate
Harry G. Daniel
Jesse J. Mayes

PLANNING COMMISSION

Lawrence R. Belcher, Chairman
Arthur S. Warren, Vice-Chairman
Kelly E. Miller
J.E. Steven Perkins
Carol Halleck Boisineau

Mr. Lane Ramsey, County Administrator
Mr. Thomas E. Jacobson, Director of Planning

Citizens of Chesterfield County

EXECUTIVE SUMMARY

The Meadowville Area Plan provides background information regarding the Study Area's parameters and an inventory and analysis of existing conditions. Recommendations regarding future land use for the Meadowville Area are made.

Study Conclusions

- The predominant land use in the Meadowville Study Area is undeveloped land. The existing land use of the Meadowville Study Area is characterized by large tracts of undeveloped land. As over eighty (80) percent of the Study Area's existing land use is represented by large tracts of vacant land, an opportunity exists for planned and orderly development.
- Residential land uses account for only seven (7) percent of the Study Area's acreage. Most of the Study Area's existing residential land uses are located east of North Enon Church Road.
- The Meadowville Study Area displays a typically flat to gently rolling topography with

floodplains and wetlands associated with the James River and a creek which traverses the Area. Environmentally sensitive lands require special protection as the Area develops. Careful site planning and open space preservation techniques can insure that future development is sensitive to the natural environment.

- I-295, a limited access highway will greatly enhance the Study Area's opportunity for development. I-295, Route 10, and a proposed future road improvement identified on the County's adopted Thoroughfare Plan provide excellent access in support of future development.
- The Eastern Area, of which the Meadowville Study Area is a part, contains a majority of Chesterfield County's industrial development. The adopted Eastern Area Land Use and Transportation Plan identifies the Eastern Area as the prime area for Chesterfield County's economic development.
- The Meadowville Study Area is located in an area rich in history. As the Meadowville Study Area is predominantly undeveloped, an opportunity exists for the survey of historically significant sites that may exist in the Meadowville Area.

Study Recommendations

- All industrial uses shall be developed as industrial parks with recommended design standards and only after either the industrial road as shown on the County Thoroughfare Plan, or the Meadowville Road Interchange, is built;
- No industrial traffic will have access to North Enon Church Road from its intersection with Bermuda Hundred Road north to its intersection with Meadowville Road;
- No development shall occur within wetlands or floodplains
- Archaeological surveys will be required to be conducted before development to determine a site's historic significance;
- Any existing residential areas may only change to more intensive use under strict provisions providing protection for the remaining residences;
- Residential uses should be located primarily east of North Enon Church Road. The area west of North Enon Church Road is a transition area and residential uses may also occur there. The exact depth and shape of this residential area may vary dependent upon topographic and sound residential principals.

- Generally, North Enon Church Road, Bermuda Hundred Road, and a residential strip or a 200 foot buffer strip along the west side of North Enon Church Road will serve as buffers between existing residential uses and any future industrial uses;
- Individual parcels within the potential residential strip along the west side of North Enon Church Road will be zoned in the entirety and not in a piecemeal fashion;
- The Chesapeake Bay Preservation Regulations, when adopted, will guide development adjacent to the James River;
- Recommendations regarding transportation needs can positively aid the future development of the Meadowville Study Area. Recommendations regarding transportation needs include the following: VDOT shall be requested to restrict through truck traffic on North Enon Church Road, from the American Tobacco Company entrance to Meadowville Road; as industrial uses develop no access of such uses to North Enon Church Road from Bermuda Hundred Road to Meadowville Road shall occur; the proposed road improvement identified in the County's adopted Thoroughfare Plan shall provide service primarily to industrial uses expected to develop west of North Enon Church Road; and, the County's Transportation Department should explore alternatives to improve the ingress/egress to those residential uses located south of Bermuda Hundred Road, north of Route 10, west of North Enon Church Road, and east of I-295.

INTRODUCTION

To the citizens residing there, the Meadowville Study Area represents a quiet, close to nature, residential - rural lifestyle. At the same time Meadowville has been designated by the County as an important economic area vital to the County's economic well being and this is reflected in the current Eastern Area Plan. Unspoken, but always present, Meadowville's natural resources offer both opportunities and constraints to the Study Area's future development.

The Meadowville Area Plan, which follows, provides background information regarding the Study Area's parameters and an inventory and analysis of existing conditions. Recommendations regarding future land use for the Meadowville Area are made.

CITIZEN PARTICIPATION

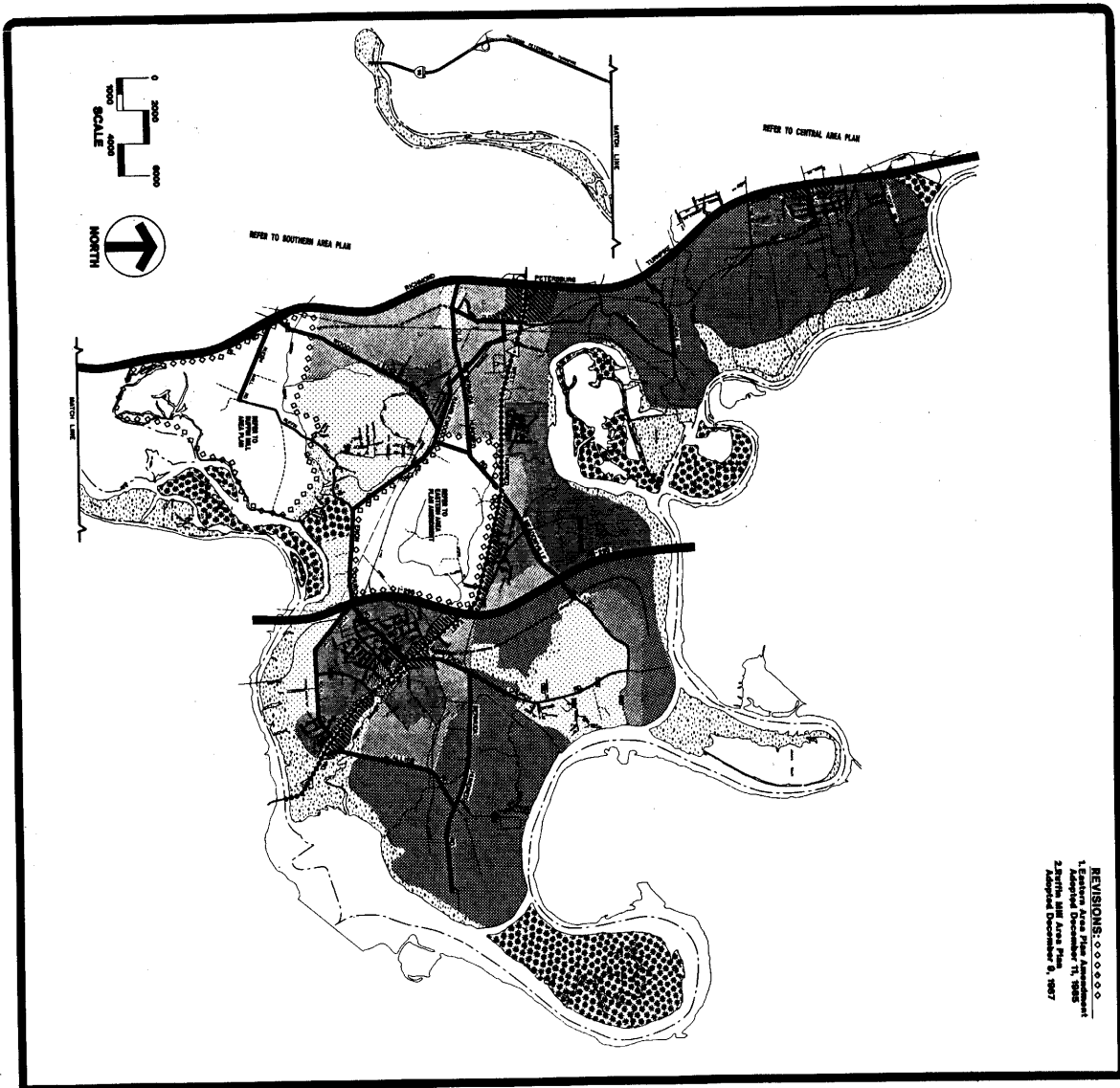
Public participation is an essential element in the planning process. In order to ensure public participation in the Meadowville Plan, several citizen meetings were held in the Area. The meetings generated discussions on land use issues and viable alternatives for future land use development. Following this series of meetings, the Study Area was broken down into four specific geographic areas based primarily on the existing residential land use pattern. A series of meetings were held with residents of identified residential areas. These meetings generated discussions on specific land use issues. Planning staff, the Study Area's Planning Commissioner, and representatives of other County departments attended these meetings and received comments from citizens.

STUDY AREA

The Study Area is located within the Eastern Planning Area of Chesterfield County (See Map 1). The Study Area is bordered on the north by the James River; on the east by the James River to American Tobacco to North Enon Church Road; on the south by Route 10; and, on the west by I-295 (See Map 2).

BACKGROUND INFORMATION

The Meadowville Study Area is located in an area rich in history. From Algonquian Indians to the Englishmen who drove them away, Bermuda Hundred represents Chesterfield County's oldest inhabited settlement. Located just west of Bermuda Hundred, the Meadowville Planning Area saw action in both the Revolutionary War and the Civil War. Cited in Chesterfield County: Early Architecture and Historic Sites, Meadowville, one of the two largest farms in Chesterfield County in the late nineteenth century, is located at a bend in the James River opposite Varina Plantation in Henrico County.



EASTERN AREA

LAND USE AND TRANSPORTATION PLAN

LEGEND

- Low Density Residential
- Medium/Medium High Density Residential
- Light Industry
- General Industry
- Commercial
- Public/Semi-Public
- Parks
- 100 Year Flood Plain

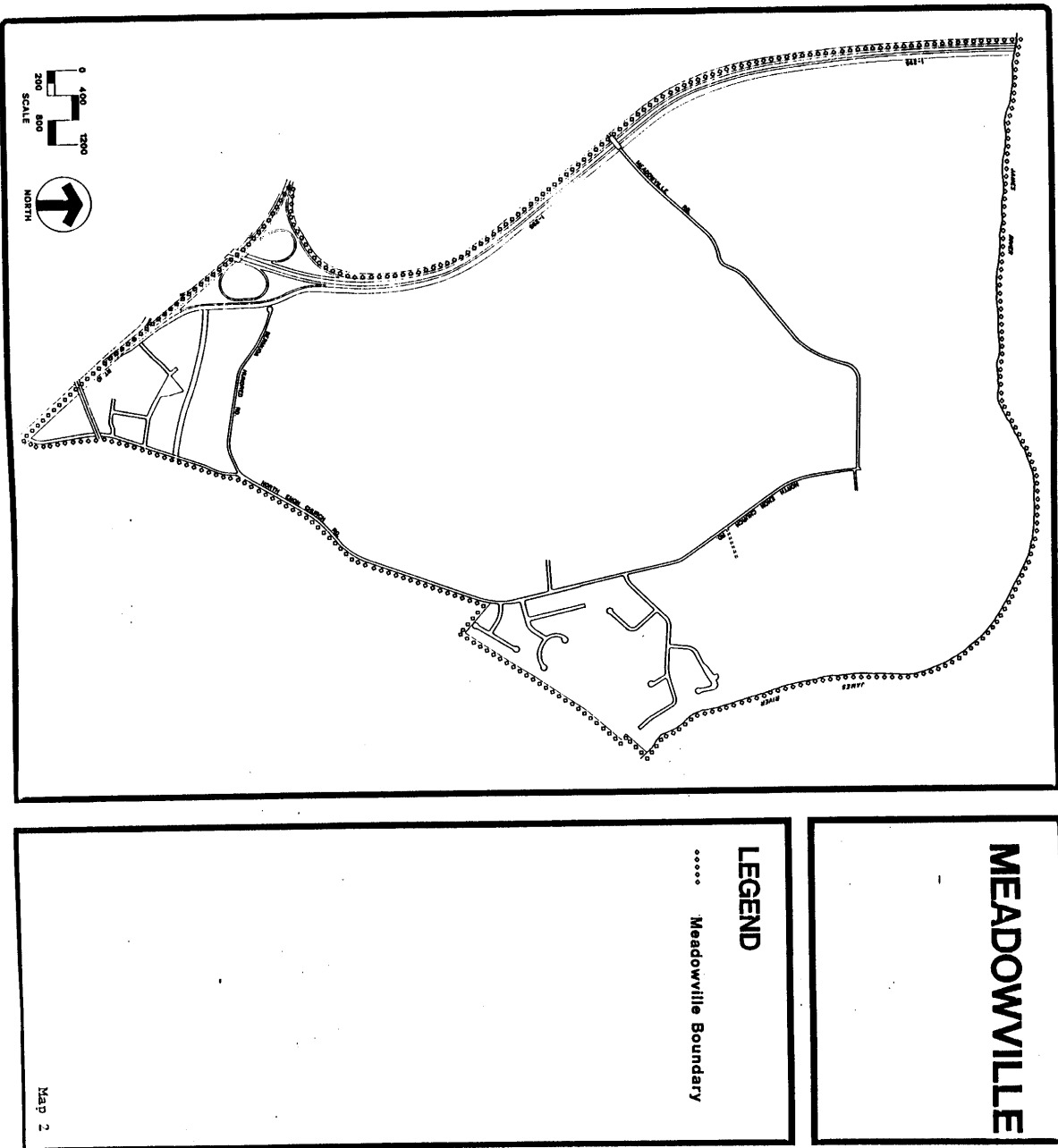
RIGHT-OF-WAY CLASSIFICATION

- Limited Access (200')
- Major Arterial (120'-200')
- Major Arterial (80')
- Collector (70')
- Proposed Improvements

NOTE: The land use and transportation plan is a long-range plan of development. It is not a guarantee of future development. It is a guide for future development. It is not a guarantee of future development. It is a guide for future development.

MAP 1

Adopted by Board of Supervisors August 5, 1984



EXISTING CONDITIONS

LAND USE

The existing land use of the Meadowville Study Area is characterized by large tracts of undeveloped land (See Map 3). While some of this undeveloped land is being used for agricultural purposes, a significant percentage of it remains vacant. Of the approximately 2,100 acres which make up the Study Area, only about 146 acres (7 percent) have been developed as low density residential. Residential development is located predominately east of North Enon Church Road. Table 1 illustrates existing land use in the Meadowville Study Area.

TABLE 1

| | Number of Acres | Percent |
|-------------|--------------------|---------|
| Residential | 146 | 7% |
| Agriculture | 260 | 12% |
| Vacant | 1,694 | 81% |
| Total | 2,100 | |

CURRENT ZONING

The predominant zoning classification reflected by the current zoning for the Study Area is A, Agriculture (See Map 4). Approximately 1,458 acres or 69 percent of the Study Area are currently zoned A, agriculture. Areas zoned residential represent approximately 361 acres or 17 percent of the Study Area. Residential zoning classifications currently in effect in the Study Area include R-7 which allows lots having an area of not less than 7,000 square feet and R-15 which allows lots having an area of not less than 15,000 square feet. Currently zoned land representing the light industrial zoning classification, or M-1, totals 270 acres or 13 percent of the Study Area. A small percentage (.50 percent) of the Study Area is zoned B-2, Community Business and is located along a portion of Route 10. Table 2 illustrates the Study Area's current zoning classifications.

TABLE 2
MEADOWVILLE STUDY AREA
CURRENT ZONING

| | | Number of Acres | Percent |
|------|--------------------|--------------------|---------|
| A | Agriculture | 1,458 | 69 |
| R-15 | Residential | 312 | 15 |
| R-7 | Residential | 49 | 2 |
| M-1 | Light Industrial | 270 | 13 |
| B-2 | Community Business | 11 | .5 |

CURRENT COMPREHENSIVE PLAN

The current adopted Comprehensive Plan for the County's Eastern Area, of which the Meadowville Planning Area is a part, recommends a variety of land uses for the Study Area. Industrial uses, both light and general, are the dominant recommended land use within the Study Area.

PHYSICAL ENVIRONMENT

The Meadowville Study Area displays a typically flat to gently rolling topography. Floodplains and wetlands as identified by the United States Geological Survey are illustrated on Map 5. This map illustrates the extent of the 100 year flood boundaries and wetlands associated with the James River and a creek which traverses the Area. Map 6 puts forth information relating to existing soils in the Meadowville Study Area. The map identifies both tidal and non-tidal wetlands.

TRANSPORTATION

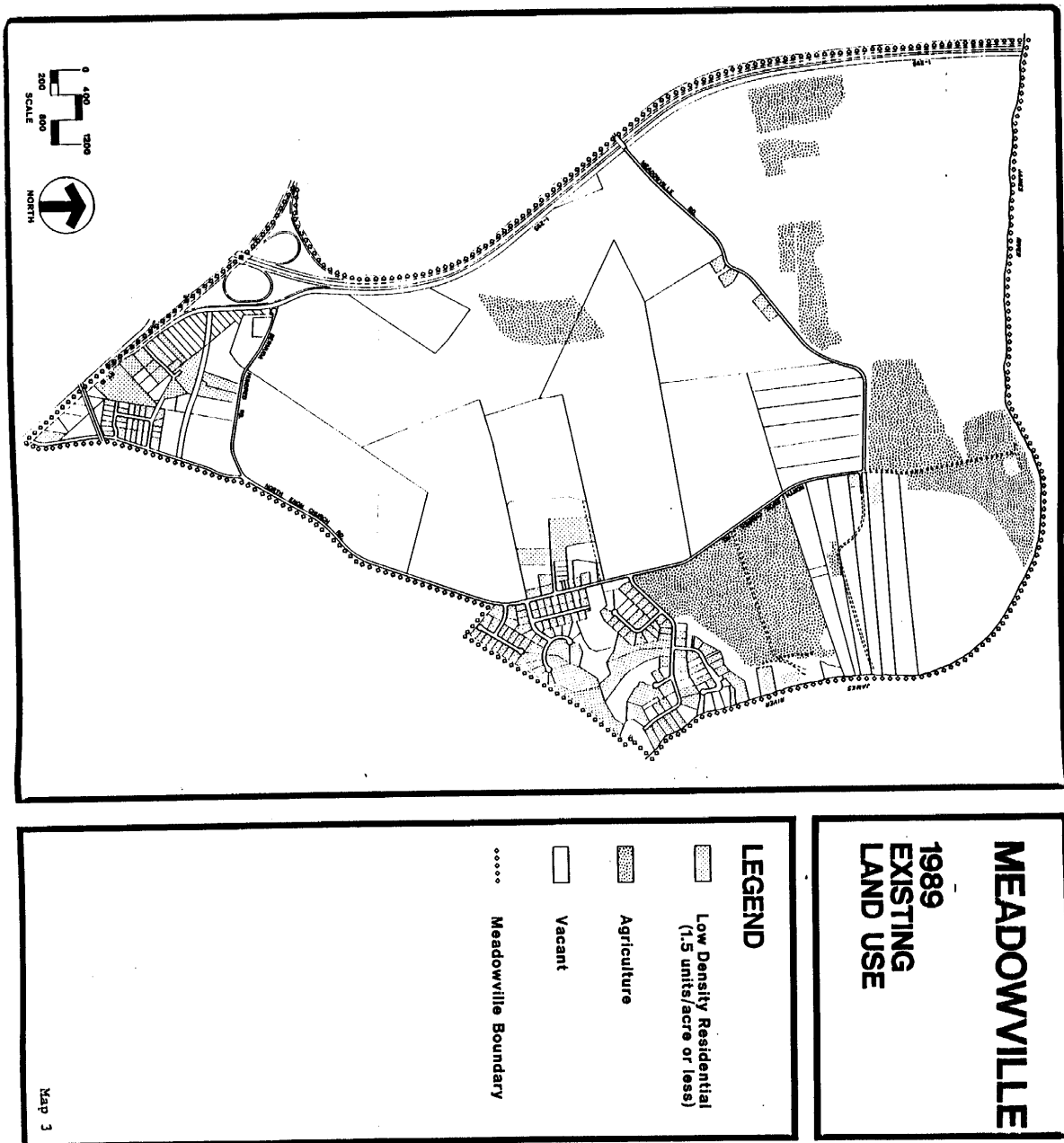
Route 10, a major arterial, and I-295 a limited access highway form the southern and the western boundaries of the Study Area. North Enon Church Road primarily services the residential uses in the Study Area. Meadowville Road bisects the northern part of the Study Area and services land used for agricultural as well as residential purposes. The County's Thoroughfare Plan proposes an improvement in the form of a new road that runs north from Bermuda Hundred Road and will service future development. The Thoroughfare Plan also proposes an improvement that will provide access to I-295 at Meadowville Road.

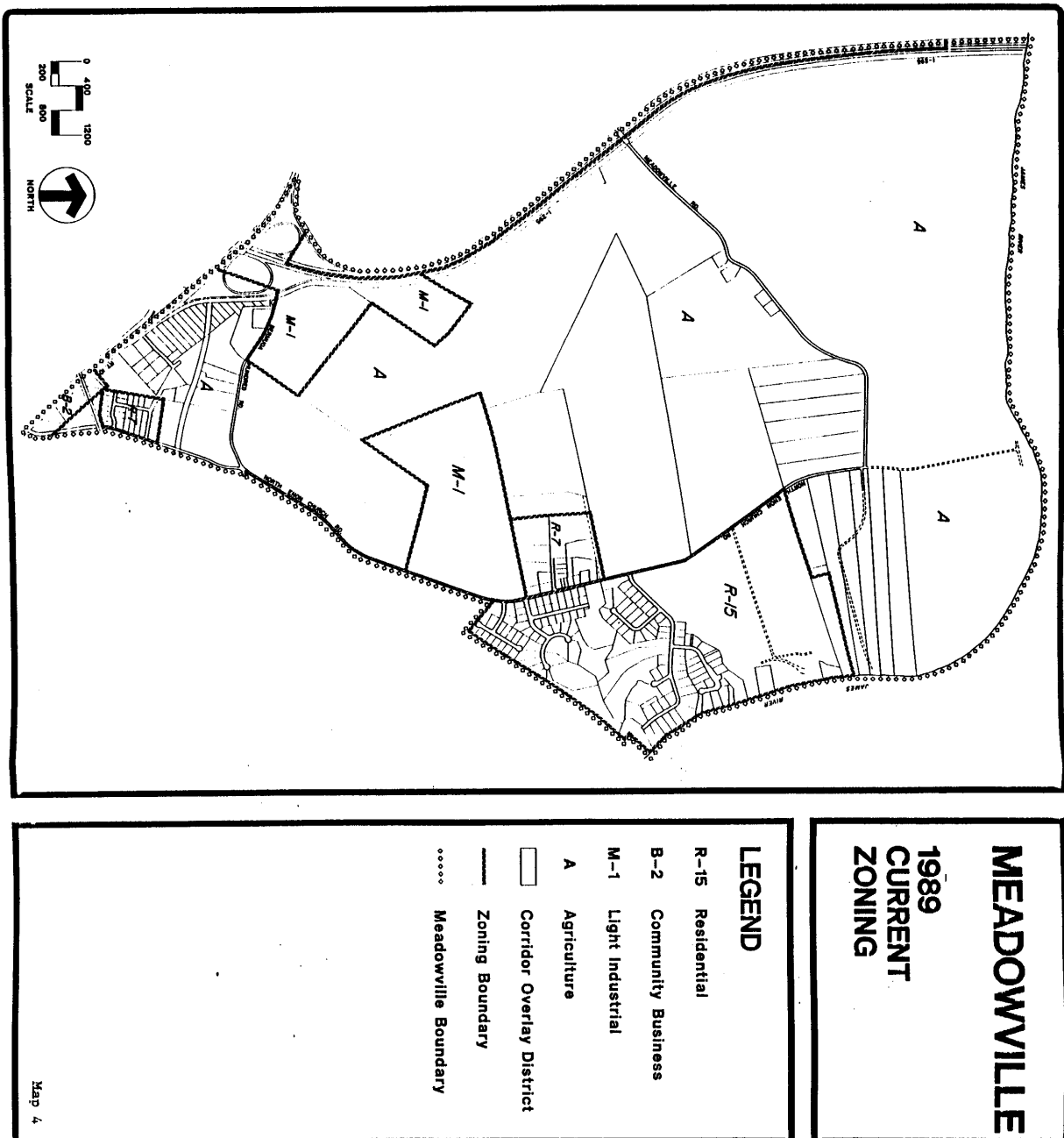
DEMOGRAPHICS

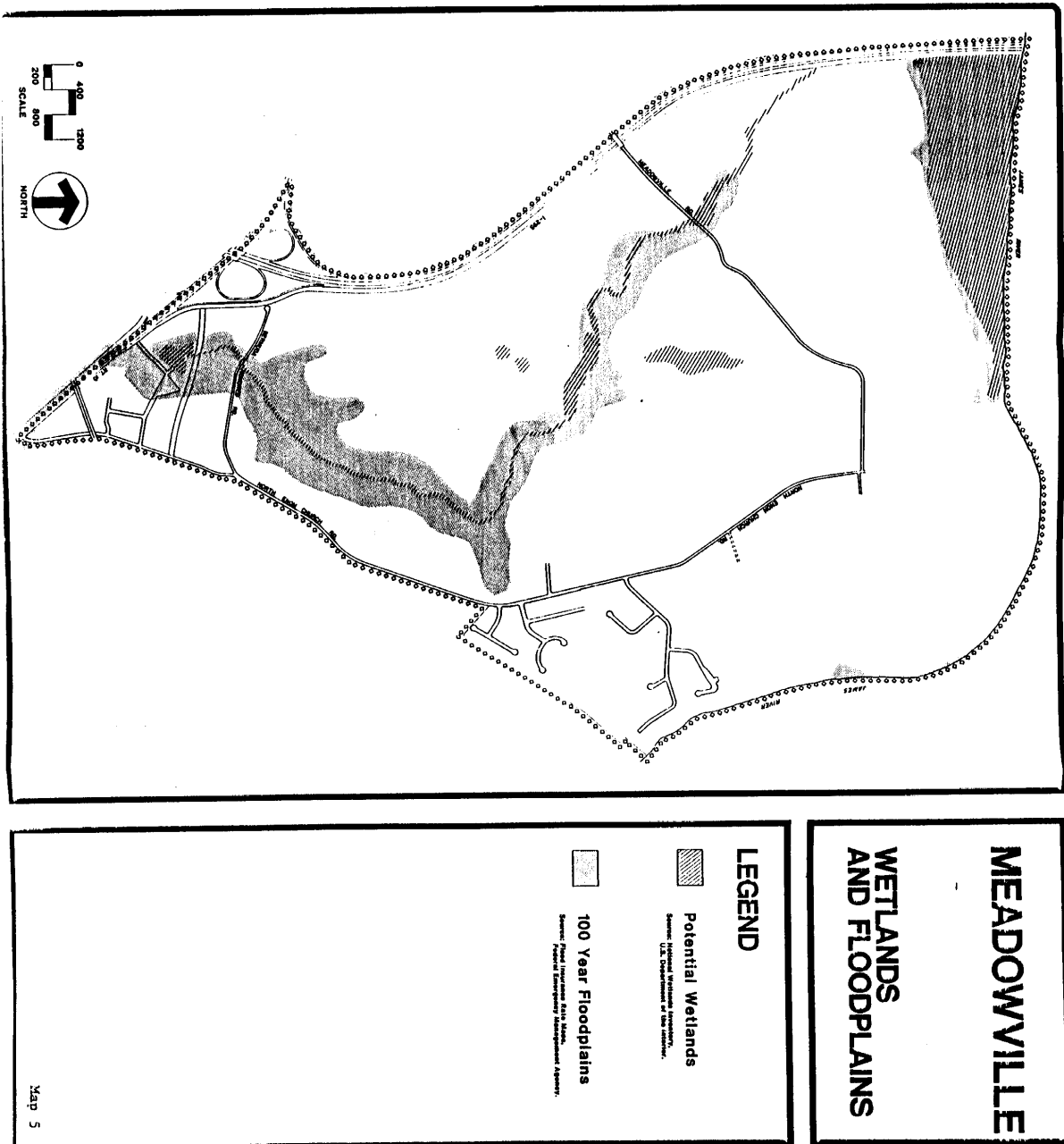
The Eastern Area Plan identifies a population of 25,000 for the entire area in order to support appropriate community facilities. Table 3 represents population classification totals in the Enon area based on 1987 data. These estimates are based on an approximation of the number of acres available for development.

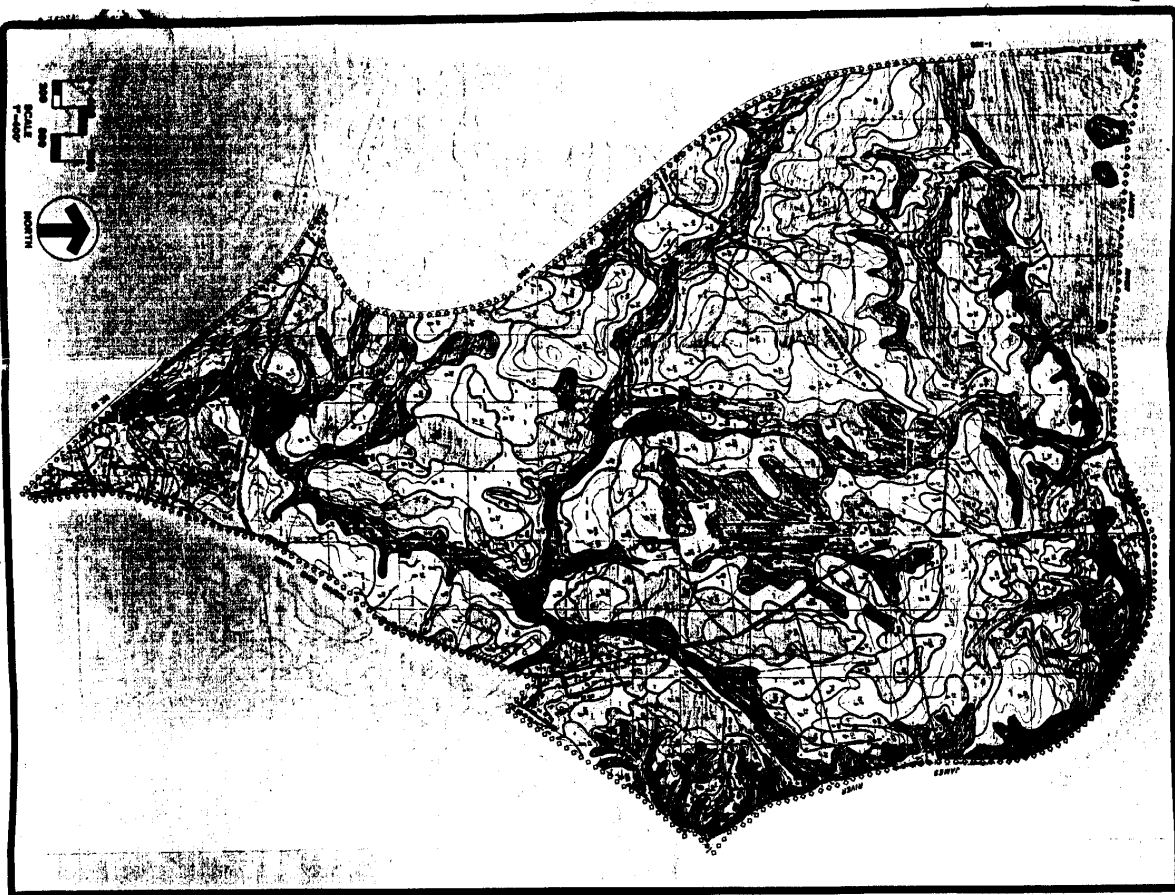
PUBLIC FACILITIES

For the most part, public facilities servicing the Meadowville Study Area such as schools and fire stations are located outside of the Study Area's boundaries. Public water and wastewater facilities area available to the area, and are expected to be extended as development occurs. The present water system consists of a 20" main along Bermuda















MEADOWVILLE EXISTING SOILS

LEGEND

-  Non-Bay Preservation Areas
-  Erodeble Soils
-  Steep Slopes
-  33-66% Probability Non-Tidal Wetland
-  66-98% Probability Non-Tidal Wetland
-  Tidal Wetland

Soils grouped according to draft criteria from Local Assistance Board, Bay Preservation Act. Criteria may change after August, 1989.

MAP 6

Hundred Road, and 16" main along Enon Church Road terminating just north of Tazwell Avenue. Future development will require extension of the main on Enon Church Road and the construction of a main along Meadowville Road, which will connect the Meadowville area system with the system for the "Rivers Bend on the James" development. These facilities should be able to supply the domestic and fire protection needs of future industrial development, but additional enhancements may be necessary for users with unusually high flow and/or pressure requirements.

A 36" wastewater trunk extends along a tributary of Johnsons Creek and terminates on the north side of Bermuda Hundred Road. This trunk will accommodate industrial development in the Meadowville area, and will serve approximately 1,230 acres which naturally drain towards Johnsons Creek. Upstream will occur with development in the area. Approximately 480 acres which naturally drain towards the James River area anticipated to be served by gravity across I-295 and into a pump station to be constructed with the "Rivers Bend on the James" development.

The Area's transportation system has been discussed in a previous section.

TABLE 3
POPULATION CLASSIFICATION TOTALS
Enon Area

| | Population |
|---|------------|
| Existing | 5,950 |
| Attributed to tentative approvals and empty recorded lots | 2,090 |
| Rezoning Activity (inc. River's Bend on the James) | 2,610 |
| Available Land for Low Density Residential (Average) | 6,160 |
| Available Land for Medium Density Residential Average | 8,060 |
| Attributed to Area in Question | 1,130 |
| Total | 25,000 |

PLANNING FOR MEADOWVILLE'S FUTURE

Planning Factors

Important factors which influence the plan for the Meadowville Area are briefly described in the following section. In focusing on planning opportunities and constraints, it is necessary to identify the most important factors that will effect the direction of the Plan.

Land Use

As over eighty (80) percent of the Study Area's existing land use is represented by large tracts of vacant land, an opportunity exists for planned and orderly development.

In the Meadowville Area, environmentally sensitive lands existing in the form of floodplains and wetlands require special protection.

Transportation

The newly constructed I-295 and its interchange with Route 10 provides improved access to the Meadowville Area.

Proposed road improvements identified on the County's Thoroughfare Plan will provide access to future development.

North Enon Church Road, from its intersection with Bermuda Hundred Road, north to its intersection with Meadowville Road, will continue to provide service to residential uses rather than industrial uses.

Environmental

Careful site planning and open space preservation techniques can ensure that future development is sensitive to the natural environment.

Historic Resources

An opportunity exists for the survey of historically significant sites that may exist in the Meadowville Area.

Development Goals

The following development goals relate to the Meadowville Area's future land use. The goals are a vital element to the Plan.

General Goals

- Seek to establish and maintain a balanced relationship between industrial, commercial, and residential growth.
- Strive for a spatial distribution of land uses which assures compatibility between various use areas.

Residential Use

- Maximize public safety, health, and convenience.
- Ensure, through the enforcement of appropriate development standards, that the level and type of residential development will be compatible with the physical limitations of the land and established residential land uses

in the Area.

Industrial Use

- Ensure, through the enforcement of appropriate development standards, that the level and type of industrial development will be compatible with the physical limitations of the land and other established land uses in the area.
- Require that future industrial uses not produce excessive noise, smoke, dust or other particular matter, vibration, toxic or noxious waste materials, odors, site and explosive hazards or other detrimental impacts.
- Encourage the development of planned industrial districts.

Transportation

- Provide a comprehensive transportation system that will provide safe, convenient, and efficient service to the general public; encourage desirable timing and pattern of land development; and limit negative impacts to the environment.
- Protect the safety and traffic-carrying capacity of interchange areas and major thoroughfares from adverse adjacent land development by minimizing curb cuts along such corridors.

Environmental

- Preserve those areas of the natural environment which have scenic and aesthetic value.
- Enhance the Area's natural environment as a priceless attribute that should be shared, enjoyed, protected, and passed on to future generations.
- Protect natural resources from development that would create significant negative environmental impacts.

Historic Significance

- Support the identification of historic, architectural, and archaeological resources and the protection of sites or structures with County, State, and Federal Landmark Designation.

RECOMMENDED LAND USE PLAN

The previous sections of this Study provide a base of information and assumptions which can be used to identify future development trends,

interrelationships and causal effects. The following section of the plan builds upon the established base of information to identify a recommended land use plan.

The plan's usefulness as a guide for land use decisions is dependent upon the consistency between the plan and adopted implementation measures such as zoning, site development standards and subdivision regulations. Existing land uses, the propensity for change, and environmental constraints provide strong influences on the future development of land and have been integrated into the recommendations.

Land Use Recommendations

Land Use Categories

Land use categories for the Land Use and Transportation Plan consist of the following: low density residential; mixed use transitional; industrial transitional; light industrial; moderate industrial; recreation/conservation; commercial; and floodplains and wetlands. They are briefly defined below:

Low Density Residential

This land use category designates single family residential development on large lots. Densities are not likely to exceed 1.5 residential units/acre.

Mixed Use Transitional

This land use category designates community commercial, office and light industrial uses. Existing single family residential uses shall be maintained and protected until appropriate redevelopment occurs.

Rezoning and redevelopment should be accomplished on parcels aggregated to sufficient size, design and location to protect the character and environment of the remaining residential uses. Specific residential protective measures shall be required through the rezoning process. The measures shall include, but not be limited to the following:

1. No commercial, office, industrial use shall be interspersed within the single family residential uses.
2. Adequate setbacks, buffers and screening shall be required.
3. No intense commercial uses shall be located adjacent to single family residential uses.
4. No increased traffic on local streets within a single family area.

Industrial Transitional

This land use is defined as follows: currently residential in use with industrial pressures likely to increase over time. If and when the area is rezoned, it shall be done as a whole and not piecemeal. The Plan calls for moderate industrial.

Commercial

Appropriate land uses in this category relate to neighborhood-oriented retail services. Design controls should provide a transition from residential to commercial uses. The compatible zoning category is C-1--Convenience Business District, or C-2 --Neighborhood Business District.

Light Industrial

This land use category encourages the grouping of administrative and research offices, laboratories and light manufacturing uses. Light manufacturing uses shall be more dependent upon raw materials first processed elsewhere. Light industrial land uses may be located near residential districts to provide a transition between residential uses and more intense industrial uses. Sites should be designed to ensure maximum compatibility with, and minimal impact on, existing and future development in the area. The compatible zoning category is I-1--Light Industrial District.

Moderate Industrial

This land use category provides locations for manufacturing and other selected activities. Uses within this category should generally be buffered from existing or proposed residential neighborhoods by light industrial, wetland or natural forested land uses. I-2 and some I-3 uses with special environmental and design standards and a detailed review process are consistent with this land use category. Therefore, zoning for I-2 and I-3 uses should be submitted with Conditional Use Planned Development whereby the use can be reviewed for high quality design details, sensitivity to area residential uses and minimal environmental impacts.

THE RECOMMENDED PLAN

This section contains the recommended plan to guide future development in the Meadowville Area. The recommended Land Use and Transportation Plan is shown on Map 7.

It is recommended that residential land use be located primarily east of North Enon Church Road.

However, the area west of North Enon Church Road is a transitional area and residential uses may also occur on the west line of North Enon Church Road from the southernmost boundary of the residential area east of North Enon Church Road to the James River. The exact depth and shape of this residential area may vary dependent on topographic and sound residential design principle.

On the other hand, this area may be developed as light industrial use with provision of a 200 foot buffer on the west side of North Enon Church Road adjacent to the designated residential use. Existing forested vegetation shall be preserved within the buffer area. Where existing vegetation is inadequate, comprehensive landscaping shall be required in order to screen light industrial uses from view of nearby residential uses.

Any parcel zoned for residential uses west of North Enon Church Road should be zoned in its entirety, with all zoning classification of each parcel decided at the same time in order to insure that future residents are fully advised as to adjoining land uses.

Commercial land uses are recommended at the intersection of Route 10 and North Enon Church Road (see Map 7).

Land designated as mixed use transitional on Map 7 is currently residential with commercial/office/industrial pressures likely to increase over time. The existing single family residential uses shall be maintained and protected until appropriate redevelopment occurs.

Rezoning and redevelopment shall be accomplished on parcels aggregated to sufficient size, design and location to protect the character and environment of the remaining residential uses. Specific residential protective measures shall be required through the rezoning process. The measures shall include, but not be limited to the following:









5. No commercial, office, industrial use shall be interspersed with the single family residential uses.
6. Adequate setbacks and buffers shall be required.
7. No intense commercial uses shall be located adjacent to single family residential uses.
8. No increased traffic on local streets within a single family area.

Map 7 illustrates the area designated as Industrial Transitional. Under this land use classification the land uses immediately adjacent to Meadowville Road are suggested for Moderate Industrial only if and when the existing residential on Meadowville

MEADOWVILLE PLAN

LAND USE AND TRANSPORTATION PLAN

LEGEND

-  Low Density Residential (1.5 units/acre or less)
-  Mixed Use Transitional
-  Commercial
-  Light Industrial
-  Moderate Industrial
-  Industrial Transitional
-  Floodplain
-  Proposed Road

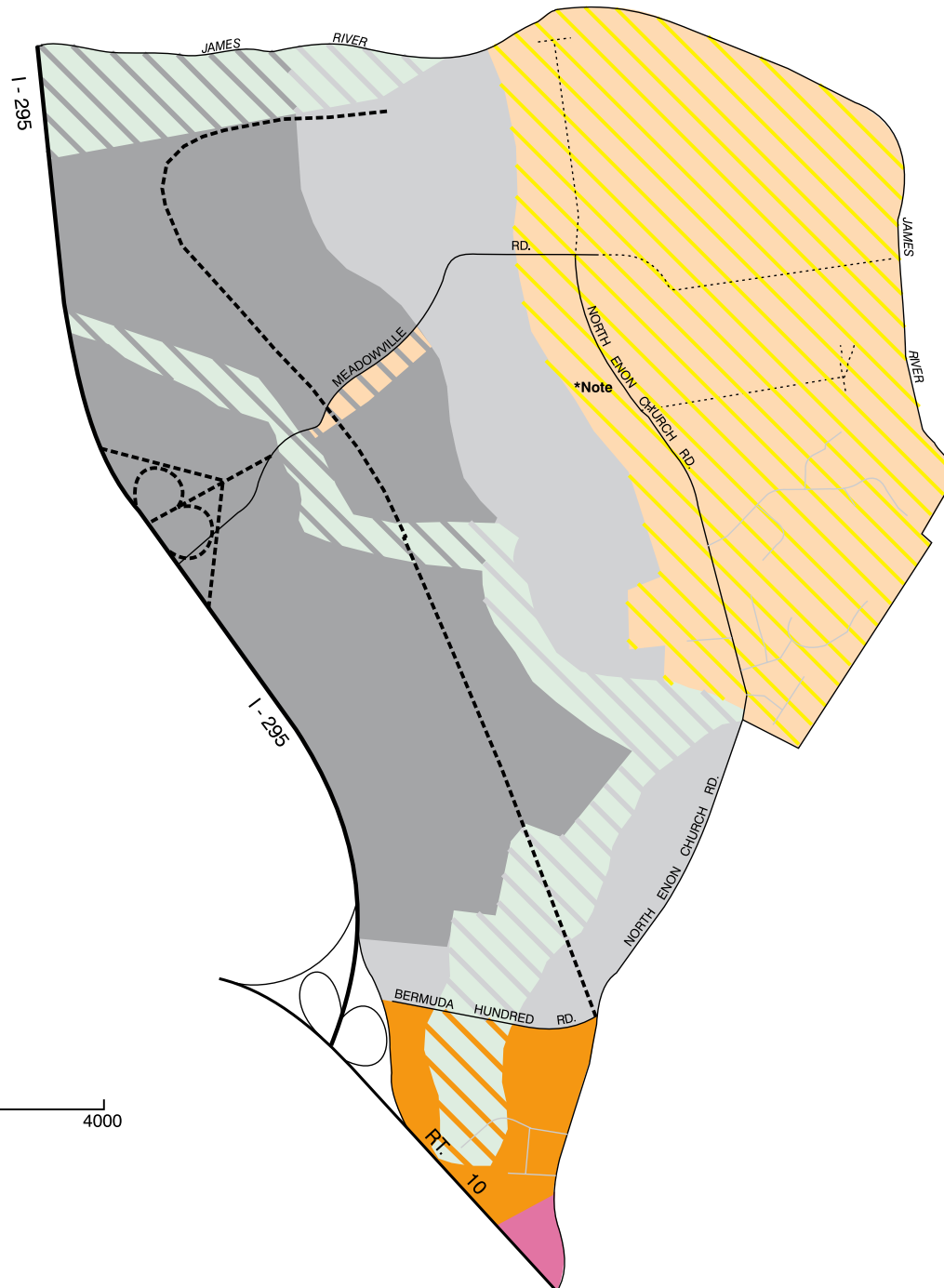
Note: Floodplains are hatched with surrounding land use colors.

***Note:** The exact depth and shape of this residential area may vary. Also, this area may be developed as light industrial use with provision of a 200 foot buffer along North Enon Church Road.

Note: All boundaries are generalized at this scale. Please verify boundaries and scale distances with the Planning Department.

Adopted by the Chesterfield County
Board of Supervisors July 25, 1990
Last Updated: May, 2000

0 2000 4000
Feet



Road changes to industrial use. If the existing residential land remains residential then the recommended land use immediately adjacent to the residential uses is recommended to be light industrial.

Map 7 illustrates areas designated as light industrial and moderate industrial. The Plan recommends that all industrial uses be placed within an industrial park setting. This plan will encourage industrial development to occur simultaneously and protect nearby residential uses.

Moderate industrial land uses provide locations for manufacturing and other selected activities. Uses within this category should generally be buffered from existing or proposed residential neighborhoods by the less intense light industrial land use category. This land use category is generally consistent with the I-2--General Industrial District.

Intense I-2 and all I-3 uses, without special design features and detailed review, would be incompatible within the Meadowville Area. Therefore, zoning for intense I-2 and I-3 uses should be submitted with Conditional Use Planned Development or other such zonings whereby the use can be reviewed for high quality design details, sensitivity to area residential uses and minimal environmental impacts.

The industrial park development requirements, referenced above, include the following:

- No structure may exceed a height of three (3) stories or fifty (50) feet, however, taller structures may be permitted within the moderate industrial area if effectively screened from view of nearby residential uses.
- Architectural: No portion of a building constructed of unadorned concrete block or corrugated and/or sheet metal shall be visible from any adjoining residential district or any public right of way. No building exterior shall be constructed of unpainted concrete block or corrugated and/or sheet metal.
- Mechanical Equipment: As currently required by the Zoning Ordinance in all Industrial Districts mechanical equipment, must be screened from public view and designed to be perceived as an integral part of the building;
- Road improvements are to be constructed concurrent with industrial development. No industrial use should develop until the planned north/south industrial collector road or the I-295/Meadowville Road interchange or appropriate phases thereof is constructed. Phasing of these improvements will be approved, as long as industrial traffic shall not utilize northern residential portions of North

Enon Church Road.

Utilities: As required by the Zoning Ordinance, all utility lines will be underground;

- The Transportation Department must approve all interior circulation plans during review processes;
- Sites shall be designed and buildings shall be oriented so that loading areas are screened, from any of the project perimeters adjoining any residential or district in which loading areas are prohibited, as well as from any public right of way.
- Existing forest vegetation should be preserved to the maximum extent possible. Twenty percent (20%) of the land, exclusive of a 200 foot buffer on the west side of North Enon Church Road, designated for industrial, commercial or office use should be preserved as open space. All wetland areas shall be preserved.
- Drainage/Floodplains/Wetlands: An overall drainage design must be developed and approved during site review as required by the Zoning Ordinance;
- No development will be allowed in wetlands or floodplains;

As illustrated on Map 7, the following development requirements are recommended:

- The Chesapeake Bay Area Preservation Standards when adopted shall apply to future development along the James River; The purpose of these regulations will be to prevent a net increase in nonpoint source pollution from new development, minimize erosion, and prevent degradation of floodplains and wetlands; Access to the James River may be allowed to future development only after submittal to the County Conditional Use and Site Review process;

General Performance Standards are recommended:

- No more land shall be disturbed than is necessary to provide for the desired use or development;
- Indigenous vegetation shall be preserved to the maximum extent possible consistent with the use and development allowed;
- Land development shall minimize impervious cover;
- All future office, commercial or industrial development will require County sewer and water. All future residential development will require County sewer and water except where

impractical due to technical engineering reasons.

As the Meadowville Study Area is located in an area of significant historical importance, the Meadowville Plan recommends that archaeological surveys undertaken by qualified individuals to determine a site's historic significance be required and shall be submitted to the planning staff before development occurs. If a site of historic significance is identified, landmark designation should be sought. In any case, historical sites of significance shall be identified and protected on future development plans.

- No off-premises billboards and signs will be allowed adjacent to I-295.

Recommendations regarding transportation needs follow:

- The Virginia Department of Transportation shall be requested to restrict through truck traffic on North Enon Church Road from the American Tobacco Company entrance to Meadowville Road;
- As industrial uses develop west of North Enon Church Road, no access of such uses to North Enon Church Road from Bermuda Hundred Road to Meadowville Road shall occur;
- The proposed road improvement noted in the County's Thoroughfare Plan shall provide service primarily to industrial uses expected to develop west of North Enon Church Road; Major industrial growth shall not occur until the road improvements outlined in the Thoroughfare Plan, or the Meadowville Road interchange, have been developed;
- The County's Transportation Department should explore alternatives to improve the ingress/egress to those residential uses located south of Bermuda Hundred Road, north of Route 10, west of North Enon Church Road, and east of I-295.

IMPLEMENTATION

To address development issues in the Meadowville Study Area, policy commitments should be made and followed. This section presents implementation policies and recommendations designed to address development issues in the Meadowville Study Area.

Land Use

Policy: The future land use of the Meadowville Study Area should encompass well planned and orderly development of residential and industrial

land uses.

Action: Future industrial use shall correspond to uses permitted by the Chesterfield County Zoning Ordinance under Light Industrial and General Industrial.

Action: Heavy Industry, as defined under the County Zoning Ordinance is restricted to those uses, any locations exhibiting high quality designs, sensitivity to residential uses and minimal environmental impacts.

Action: No industrial use that is noxious, dangerous, or causes pollution will be allowed in any area.

Action: All future industrial uses should be placed within an industrial park setting.

Action: Future industrial development shall adhere to Chesterfield County's adopted Development Requirements - Emerging Growth Areas listed under Article 6 in the Chesterfield County Zoning Ordinance.

Environmental

Policy: Natural resources will be protected from development that would create significant negative environmental impacts.

Action: It is recommended that prior to any development an overall drainage design developed and approved during site review.

Action: All future office, commercial or industrial development will require County sewer and water. All future residential development will require County sewer and water except where impractical due to technical engineering reasons.

Transportation

Policy: The Meadowville Study Area will be provided a comprehensive transportation system which will provide safe, convenient, and efficient service to the general public.

Action: The Area's transportation system should encourage desirable timing and pattern of land development.

Action: Future industrial development shall have no access to North Enon Church Road from its intersection with Bermuda Hundred Road north to its intersection with Meadowville Road.

Action: The Virginia Department of Transportation shall be requested to restrict through truck traffic on North Enon Church Road from the American Tobacco Company entrance to Meadowville Road.

Action: The road improvement noted in the County's Thoroughfare Plan should provide service primarily to future industrial uses. These industrial uses should not be developed prior to construction of the road improvement, or development of the Meadowville Road interchange or appropriate phased construction of either project.

Action: The County's Transportation Department should explore alternatives to improve the ingress/egress to those residential uses located south of Bermuda Hundred Road, north of Route 10, west of North Enon Church Road, and east of I-295.

Historic Preservation

Policy: The County should support the identification and protection of historic, architectural, and archaeological resources.

Action: The County should require archaeological surveys undertaken to determine site's historic significance before development occurs. If a site of historic significance is identified, landmark designation should be sought.

12. Shortening, soybean oil, table oils, margarine, vegetable oil, and other edible fats and oils, manufacturing
13. Signs and advertising displays-manufacturing
14. Satellite dishes for communication purposes
15. Sugar manufacturing
16. Textile mill products manufacturing
17. Tool and equipment rental
18. Utility trailer and truck rental
19. Water treatment plants. Waste water treatment facilities will be allowed as an integral part of industrial uses, but not as a singular entity.

APPENDIX

MODERATE INDUSTRIAL USE

The following uses are the type to be encouraged in the areas designated for Moderate Industrial use:

1. Building Materials storage and sale
2. Contractors offices, shops and storage yards
3. Cottonseed oil milling
4. Dairy products manufacturing
5. Feed and grain storage
6. Furniture and fixtures manufacturing
7. Greenhouses, hot houses, and plant nurseries
8. Ice manufacturing
9. Macaroni, spaghetti, vermicelli, noodles manufacturing
10. Other food preparation manufacturing
11. Pottery and related products manufacturing